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TRAVEL INDUSTRY ASSOCIATION OF ALBERTA

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POLICY STATEMENT

THE OFFICIAL OBJECTIVES OF T.I.A.A.

1974

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TRAVEL INDUSTRY ASSOCIATION OF ALBERTA

INTRODUCTION

The Travel Industry Association of Alberta is a non-profit association registered under the Societies Act of the Province of Alberta, and is the co-ordinating body for the fourteen geographic Tourist Association Zones, which cover the promotion of all regions throughout Alberta.

The Travel Industry Association of Alberta accepts the challenge to organize the free enterprise sector of the tourist industry into responsible Zone Associations, through which communities may co-operate and plan together for action in promoting their own areas.

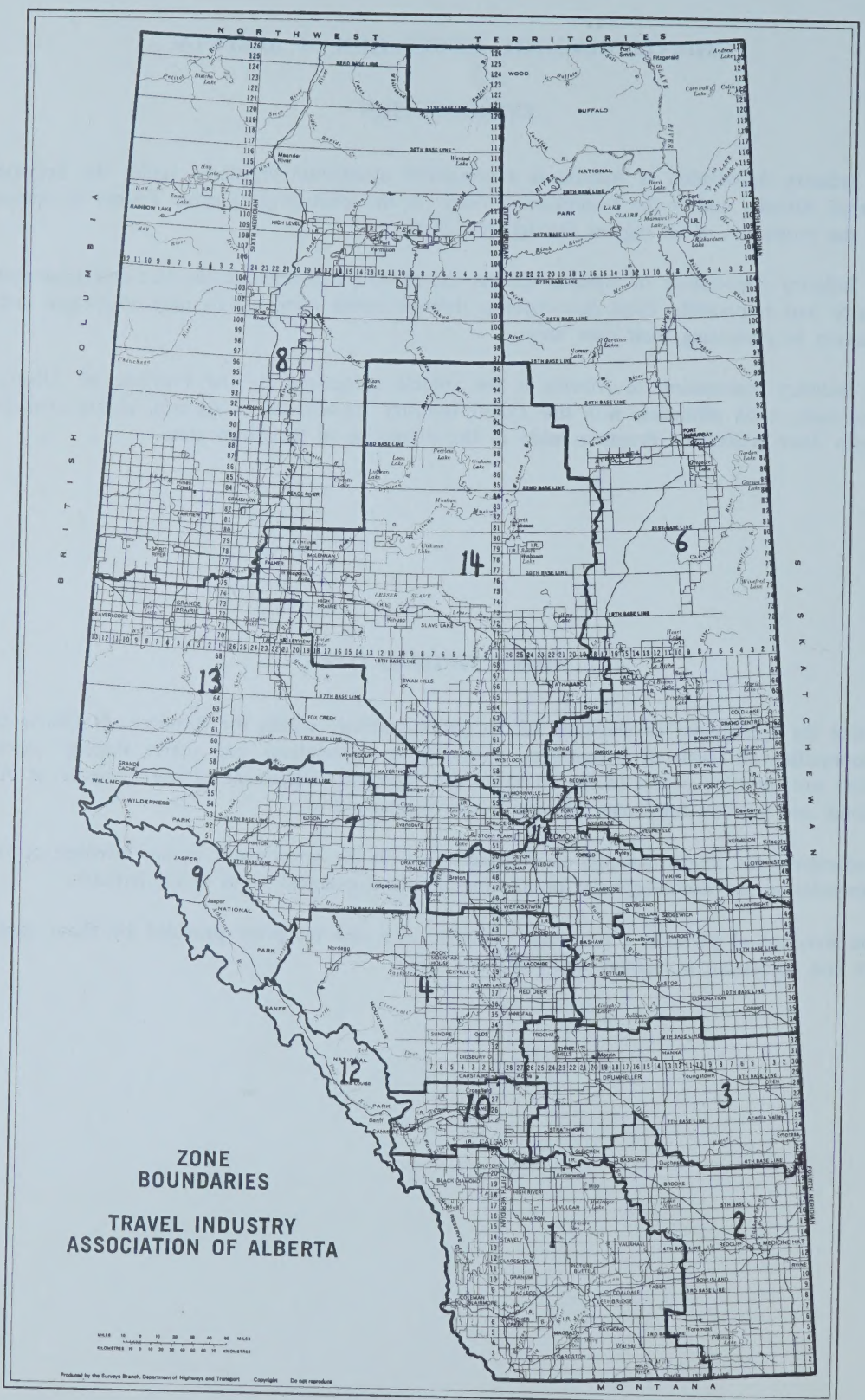
The Travel Industry Association of Alberta is the vehicle recognized by the Province of Alberta, through which Zones, may, upon affiliation with the Travel Industry Association of Alberta, obtain consideration for Travel Alberta Zone Assistance Program funds in the promotion of their own areas.

AIMS AND OBJECTIVES

To ensure that the appropriate development of the tourist industry within the Province of Alberta by working with and counselling all levels of government, corporations, associations and others directly concerned with the promotion and servicing of the tourist trade for the economic betterment of the Province of Alberta and the recreational and cultural fulfillment of visitors and residents alike.

Represent effectively the tourist industry in deliberations with the government of the Province of Alberta and other governments in the encouragement of meeting the developmental needs of the industry.

Improve the standard of personal service and facilities, care and reception provided by those responsible for the comfort and enjoyment of visitors and Albertans alike.


NORTHWEST TERRITORIES
BRITISH COLUMBIA
SASKATCHEWAN
MONTANA
ZONE
BOUNDARIES
TRAVEL INDUSTRY
ASSOCIATION OF ALBERTA
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TRAVEL INDUSTRY ASSOCIATION OF ALBERTA

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TRAVEL INDUSTRY ASSOCIATION OF ALBERTA

DIRECTORS—Continued

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Bonnyville, Alberta T0A 0L0

Mr. Don Lockhart
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Mr. John Gow
Box 1298
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Zone 13:

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Mr. Dick Gillespie
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Zone 14:

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Athabasca Funeral Services
Athabasca, Alberta T0G 0B0

PART ONE

PARKS POLICY

T.I.A.A. commends the Government of Alberta for taking steps to upgrade and expand existing Provincial Parks. However, when such programs are undertaken, it urges the Parks Department to precede such work with the development of alternate accommodation; or that it develop a portion of the project as an alternative to completely disrupting any particular park. In this regard, every effort should be made to program improvements, upgrading and maintenance in low density periods.

T.I.A.A. feels that the Provincial Parks should be classified in such a way that different activities and uses are permitted in different parks, taking into consideration the wildlife and ecology prevailing in each location. In some locations, motor toboggans and scooters could very well be permitted without causing serious harm, while in other locations, such would be out of the question. In this regard, a consensus of opinion should be obtained from local citizens before arriving at decisions.

T.I.A.A. recommends that the special requirements of senior citizens and handicapped be at all times kept in mind when new parks are designed, and improvements are made to existing parks.

T.I.A.A. feels that access roads to all Provincial Parks should be integrated into our Highway system. We feel that if the Alberta Government develops a park, it is obligated to provide good access roads into these parks.

T.I.A.A. would encourage the Parks Department to name or rename Provincial Parks using names that harmonize with the history or geography of the local area.

T.I.A.A. would like to encourage the Parks Department to co-ordinate and release daily reports during the summer months indicating the parks that are full. This would provide a service to tourists and Albertans alike, and would eliminate inconvenience to the travelling public. This information could be disseminated by the Parks Department or through a private agency.

T.I.A.A. is concerned about signing to Provincial Parks on secondary highways and rural roads leading to the parks. Co-operative programs should be worked out between the Parks Department and the Department of Highways and Transportation and/or local Governments to bring about an improvement in this regard.

T.I.A.A. suggests that when larger parks are being designed, facilities for over-night use be provided, and that a multi-purpose concept be adopted.

HIGHWAY POLICY

T.I.A.A. feels that the Department of Highways and Transportation should pursue a policy of consolidation of numbering in cases where a major route involves several numbered highways, in order to reduce the confusion of visitors unfamiliar with the situation.

T.I.A.A. feels that even greater attention should be given to signing to indicate directions to more of the major centres in Alberta, and also that signing at junctions of highways and secondary roads requires continued attention to make them more adequate.

T.I.A.A. feels that roads in Provincial Parks should be upgraded to at least Secondary Highway standards.

T.I.A.A. feels that more of the historic routes of Alberta's early explorers and pioneers should be recognized by naming highways in their honor.

T.I.A.A. feels that the Forestry Road from Coleman to Grande Prairie should be upgraded and paved to make it an alternative safe scenic north-south route through the province.

T.I.A.A. feels that with the increasing use being made of Highway Campsites, increasing attention must be given to their maintenance and repair.

T.I.A.A. feels that litter barrels should be more numerous, and that an attractive eye-catching design be adopted for receptacles, and used throughout the entire province, commencing with the Provincial Parks.

T.I.A.A. feels that the need for more dumping stations throughout Alberta is increasing at a very rapid rate, and that the Department of Highways and Transportation should make these installations at weigh scale sites and highway campsites; and of course have the necessary signing erected.

T.I.A.A. feels that more public telephones are needed, particularly in isolated areas, for use in cases of emergencies.

T.I.A.A. urges the Department of Highways and Transportation to consider an east-west highway, border to border, from near Grande Centre to near Dawson Creek.

In connection with the Howse Pass, T.I.A.A. urges the Government of Alberta to increase its efforts to have the Canadian Government construct a connecting highway through the National Park, and to have the British Columbia Government construct the short extension required to make the David Thompson route an alternative east-west interprovincial highway, in order to reduce the congestion on Highway One.

PART TWO

RESOLUTIONS

No. 1 — COMPLETION OF HIGHWAY 964

WHEREAS: Number 2 Highway is already a main artery through the Lesser Slave Lake and Peace River areas which provides access to the many tourist attractions and economic regions of the country, and,

WHEREAS: An all-weather road joining the said Highway at Fairview and continuing North and West of there to Ft. St. John, B.C., would shorten the route to Alaska for those persons travelling, whether they be tourists or commercial truckers, and,

WHEREAS: The bridge across the Peace River at Taylor, B.C. is a vital link in the Alaska Highway and has already been proven important to the economy and national defence of this country, and indeed this continent, an alternative route should be provided, and,

WHEREAS: The completion of this road from Fairview to Ft. St. John would provide a much needed access to market for the many farmers living in the area, and for the proven natural resources which would then become economically accessible, and,

WHEREAS: The Government of the Province of Alberta has realized the importance of the road and has completed a major portion, for which we give it credit, and,

WHEREAS: There is a section of this road at the West end which remains impassable, therefore,

BE IT RESOLVED: That the Travel Industry Association of Alberta petition the Government of the Province of Alberta to complete Highway Number 964 from Fairview, extending North and West to the B.C. Border as soon as possible.

No. 2 — HIGHWAY SIGNING REGULATIONS

WHEREAS: The Government of Alberta does not allow roadside signs within 1,000 feet of Highway Right of Ways, in all areas not incorporated, and,

WHEREAS: With Highway realignment, many communities are left several miles removed from major, tourist travelled roads, and,

WHEREAS: Such communities, in many cases, do have places of interest to the travelling public but are unable to promote these places of interest due to existing regulations, and,

WHEREAS: These communities are not given the opportunity to capitalize on revenue available from the tourist industry, and,

WHEREAS: They are treated as "second class towns" due to existing regulations, therefore,

BE IT RESOLVED: That Travel Industry Association of Alberta petition the Department of Highways and Transport with reference to having the regulations changed to allow signing, which promotes communities of interest to the travelling public, along major highways in the Province, and,

FURTHER: Such signing be dimensions and designs approved by the Travel Industry Association of Alberta and the Department of Highways and Transport and be allowed only at the nearest intersection of roads to such sites of interest and the nearest major Highway.

No. 3 — HIGHWAY THROUGH GRANDE CACHE

WHEREAS: A Grande Cache - Grande Prairie Highway would provide increased tourist potential in the North West sector of Alberta and hence additional dollars into the private sector, and,

WHEREAS: The Grande Cache - Grande Prairie Highway would increase the value and frequency of circle-type tours through Zone 8, 13, and 14, and,

WHEREAS: The Grande Cache - Grande Prairie Highway would provide an extremely important link with tourist travel on the Alaska and MacKenzie Highways, and,

WHEREAS: The completion of this new Highway will open up new and beautiful country adjacent to the Canadian Rockies, therefore,

BE IT RESOLVED: That Travel Industry Association of Alberta stress to the Province of Alberta, Department of Highways and Transport, the value of the early construction and completion of an all-weather Highway from Highway 16 through Grande Cache to Highway 2 near Grande Prairie.

No. 4 — SIGNING AT TOURIST ZONE BOUNDARIES

WHEREAS: Keeping the tourists informed of their general location while touring Alberta is the Tourist Association's responsibility, and,

WHEREAS: Informing tourists of entrance and exit of each Zone in Alberta would add to the peace of mind of some travellers, and,

WHEREAS: Travel Alberta has indicated a general brochure with information from all Zones will soon be designed making the need for Zone Boundary signs highly desirable, therefore,

BE IT RESOLVED: That Travel Industry Association of Alberta urge the Department of Highways and Transport to erect suitable signs on all major Highways at points where they cross Tourist Zone Boundaries.

No. 5 — FORESTRY ROAD MARKINGS

WHEREAS: An increasing number of tourists are enjoying our forestry roads, and,

WHEREAS: Travelling on these remote roads requires adequate road markings, therefore,

BE IT RESOLVED: That the Department of Lands and Forests in Co-operation with the Department of Highways and Transport embark on a project to upgrade the road markings on Alberta Forestry Roads, paying particular care to mark dead-end roads.

No. 6 — ROAD SIDE CAMPSITES

WHEREAS: Alberta Road Side Campgrounds have proven to be a great asset to the people of this Province, and,

WHEREAS: Provincial Parks at times of the year become over-crowded making the highway campsites valuable secondary camping areas, therefore,

BE IT RESOLVED: That the Alberta Provincial Government continue its excellent program of setting up and maintaining road side campsites.

No. 7 — MARKING GRID ROADS

WHEREAS: The program of assigning numbers to Secondary roads in Alberta has been of great benefit to those who Travel Alberta, and,

WHEREAS: The signs erected by the Alberta Motor Association in rural areas have proven to be of great assistance to motorists travelling roads which would otherwise have been unmarked, and,

WHEREAS: Greater emphasis is now being placed on visitors who are catered to by residents in the rural areas, therefore,

BE IT RESOLVED: That a major program of marking of rural roads at their intersection with grid roads or highways be instituted by the appropriate authorities or agencies.

No. 8 — SIGNING OF TOURIST FACILITIES

WHEREAS: Tourist Information Signs on Alberta Highways are inadequate, especially at highway exits leading to tourist facilities, and,

WHEREAS: All highway exits leading to tourist facilities should be marked by adequate tourist information signs, and,

WHEREAS: The term "Service Centre" suggests nothing more than a group of service stations to some out-of-province visitors, and,

WHEREAS: The term "Tourist Facilities" is too vague to convey the required information, therefore,

BE IT RESOLVED: That the Department of Highways and Transport move toward the use of international signs that indicate the specific facilities available such as service stations, motels, hotels, restaurants, trailer parks, serviced campgrounds and primitive campgrounds.

FURTHER: Whenever such facilities are not clearly visible from the highway exit, that the mileage to the facility also be stated below the tourist sign.

No. 9 — LIGHTING AT HIGHWAY EXITS

WHEREAS: Excessive lighting is unnecessary, unattractive, distracting to motorists and unseemly at a time when less fortunate parts of the world suffer from an energy crisis, therefore,

BE IT RESOLVED: That all highway exits be well lighted, but excessive lighting be avoided, and,

FURTHER: That where excessive lighting has already been installed (such as on Highway No. 1 between Canmore and the Banff Park Gates) that it be reduced.

No. 10 — RESPONSIBILITY FOR PAVING AND MAINTAINING SERVICE ROADS

BE IT RESOLVED: That Service Roads paralleling major highways and used entirely or primarily by highway traffic be considered part of the Highway System. Accordingly, they should be paved and maintained by the Department of Highways and Transport even if they are in an incorporated municipality. Precedents have been set by financial aid to city freeways even though they are used mainly by city traffic.

No. 11 — MARKING AND SIGNING OF HISTORIC SITES AND WATERWAYS

WHEREAS: Many of our historic trails are unmarked in the Province of Alberta, and,

WHEREAS: These trails are an integral part of our past history, therefore,

BE IT RESOLVED: That this organization goes on record to encourage the Province of Alberta to install suitable signs and markers designating these historic sites and waterways.

No. 12 — ACCESS ROADS TO LAKES BEING STOCKED WITH FISH

WHEREAS: The Provincial Government stocks lakes with trout for sport fishing, and

WHEREAS: The citizens of the Province of Alberta support this project through their taxes, therefore,

BE IT RESOLVED: That when the Provincial Government stocks these lakes, that it make provisions for adequate access to these lakes.

No. 13 — PAVING OF ACCESS ROADS TO PARKS

WHEREAS: Secondary and access roads to parks, campsites and communities would greatly enhance the appeal of the Zone attractions and facilities to the visitor industry, and,

WHEREAS: Such roads would then provide the resident population of rural areas with a much improved facility, therefore,

BE IT RESOLVED: That Travel Industry Association of Alberta make representation to the Government of the Province of Alberta to pave the unpaved portions of such roads as practical and possible at an early date.

No. 14 — ADDITIONAL PROVINCIAL PARKS

WHEREAS: Overcrowded conditions at the Provincial Parks, especially at Moonshine Lake and Dunvegan, have caused this Association great concern, therefore,

BE IT RESOLVED: That Travel Industry Association of Alberta urge early action which is needed to develop such places as Stony Lake, George Lake, Lac Cardinal and others in the North and Central Peace area.

No. 15 — HUTCH LAKE AND WATT MOUNTAIN

WHEREAS: There are no scenic stops between Twin Lakes, 35 miles North of Manning and Alexandra and Louise Falls, 53 miles within the Northwest Territories, and,

WHEREAS: There is the possibility of developing scenic stops which would include Watt Mountain and Hutch Lake, west of mile 195, of the McKenzie Highway, therefore,

BE IT RESOLVED: That the Government of Alberta give consideration to taking the Hutch Lake and Watt Mountain into its Provincial Park System.

No. 16 — TROPHY LAKE CONCEPT

WHEREAS: During the past year, interest in commercial fishing in Alberta's trophy lakes has appeared from certain sectors of the population, and,

WHEREAS: Surveys conducted by the Fish and Wildlife Division of the Department of Lands and Forests of the Province of Alberta suggests that interest in the Trophy Lake Program is becoming substanial and no commercial fishing shall be carried out on any of the trophy lakes without detailed studies to determine whether certain areas of these lakes could be fished for whitefish without harm to the trophy pike resource, therefore,

BE IT RESOLVED: That Travel Industry Association of Alberta support the current Trophy Lake concept, and encourage such concept as a viable tourist resource within the Province of Alberta.

No. 17 — ASSESSMENT OF ASSETS

WHEREAS: Alberta's Tourist Business has attained major status and is a most important industry and source of revenue; and is growing at a rapid rate, and,

WHEREAS: Reliable forecasts indicate that future demands will make continued expansion of tourist facilities essential, and,

WHEREAS: The continued growth of this industry must depend to a large extent on our ability to provide our visitors with satisfactory accommodations, and,

WHEREAS: There is a growing concern regarding the ecological protection of our environment, therefore,

BE IT RESOLVED: That the Travel Industry Association of Alberta specifically request that: new areas be set aside for future needs; established parks and areas be significantly improved to provide good and attractive visitor facilities and ecological protections; and that all Provincial Parks and forest areas be thoroughly examined to discover ways and means of developing these assets; and finally, that plans be formulated to allow the proper mixing of Government and Private Enterprise in this development.

No. 18 — ENCOURAGEMENT OF TOURIST PROMOTION

WHEREAS: The Highways Minister of the Province of British Columbia has expressed a disinterest in increasing tourism in his Province, and,

WHEREAS: The Province of Alberta is most desirous of increasing tourism to this province, therefore,

BE IT RESOLVED: That in view of the comments of the Highways Minister of B.C. this Association strongly endorses the efforts of this province of Alberta in promoting tourists to Alberta.

No. 19 — 1978 BRITISH COMMONWEALTH GAMES

WHEREAS: All communities in Alberta will derive economic benefits of having the Commonwealth Games in Alberta, therefore,

BE IT RESOLVED: That Travel Industry Association of Alberta support the 1978 British Commonwealth Games to be held in Edmonton.

No. 20 — FULL PORTFOLIO FOR TOURIST INDUSTRY

WHEREAS: The Visitor Industry has proven itself to be of economic benefit to the people of Alberta, and,

WHEREAS: The Visitor Industry has the definite potential of becoming Alberta's greatest revenue producer, as well as a source of meaningful job opportunities, and,

WHEREAS: Concern has been expressed (by the Premier of this Province) that too much reliance has been placed on two other more obvious industries, and,

WHEREAS: The Premier has further expressed a desire to develop more industries, therefore,

BE IT RESOLVED: That a new full portfolio be created to deal exclusively with the Visitor Industry and that this portfolio encompass all related departments.

No. 21 — RE-EXAMINATION OF PARKS AND FOREST PRESERVES

(Third Submission)

WHEREAS: Alberta's Visitor Industry is in a state of rapid growth, and,

WHEREAS: Our own people, and those who come to visit, are now challenging the capacities of this Province's recreational facilities, and,

WHEREAS: The future recreational demands have been reliably predicted to be far in excess of what we currently possess, and,

WHEREAS: There is rapidly growing concern regarding the ecological protection of our environment, and,

WHEREAS: We are now experiencing a perennial travel deficit involving the recreational movement of Albertans, therefore,

BE IT RESOLVED: That the Travel Industry Association of Alberta requests the Government of the Province of Alberta to re-examine this Province's Provincial Park and Forest Preserve Areas, and,

FURTHER: That the Travel Industry Association of Alberta specifically requests that: new areas be set aside for future needs, established parks and areas be significantly improved to provide good and attractive visitor facilities and ecological protections; and that all Provincial Parks and forest areas be thoroughly examined to discover ways and means of developing these assets; and finally, that plans be formulated to allow the proper mixing of Government and Private enterprise in this development.

No. 22 — EXPANSION OF LOAN PROGRAM

(Third Submission)

WHEREAS: There is current need for expansion and development of visitor facilities, and,

WHEREAS: There has been nationwide concern regarding the future needs and demands for visitor facilities, and,

WHEREAS: A capital loan program for tourist facilities was inaugurated in Alberta last year, and,

WHEREAS: This program was entirely successful, and,

WHEREAS: The total funds allocated to this program did not nearly meet the demand, therefore,

BE IT RESOLVED: That the Travel Industry Association of Alberta encourage the Alberta Government to maintain and expand this loan program.

FURTHER: That this program contain certain facilities to allow the guarantee of mortgages placed by lending institutions in order to meet demand and to multiply the program benefits.

AND FURTHER: That the Travel Industry Association of Canada be approached to encourage the Federal Government to become involved with this program both provincially and nationally.

No. 23 — CLOSING AND RESTRICTING PROVINCIAL PARKS

(Second Submission)

WHEREAS: Firstly, several important campsites were closed by the Provincial Parks Branch without prior warning, and, secondly, no effort was made to institute a plan for gradual restoration of these campsites, and,

WHEREAS: Many interested groups and individuals, suffered a planning breakdown by the abrupt action of the Parks Department, therefore,

BE IT RESOLVED: That the Parks Branch allow for recommendations and suggestions as an input into parks planning and take into consideration the views of the various interested groups before effecting any changes, and,

FURTHER: That no Provincial Park be completely closed for overnight camping in the Province of Alberta for any reason without prior consultation with representatives of the affected and concerned communities, where local economics may be dependent or partially dependent on the tourist trade attracted by the neighboring Provincial Parks.

No. 24 — HISTORIC TRAILS

(Second Submission)

WHEREAS: Increasing numbers of visitors and residents alike are more and more interested in the vital history of each part of the Province through which they are passing, and,

WHEREAS: Many historic trails are being abused and obliterated by the activities of logging, seismic line cutting and other activities, therefore,

BE IT RESOLVED: That all original historic trails and adjacent historical sites be recognized by the Provincial Government, acquired, if necessary and possible, designated and proclaimed as historic preserves to be set aside and maintained for the enjoyment of all residents and visitors. Further, that the original historic names be revived and officially commemorated in honor of the dauntless pioneers who passed this way.

PART THREE

SPECIFIC ZONE CONCERNS

Zone 1 Travel and Convention Association of Southern Alberta

- no additional submission

Zone 2 Medicine Hat and District Tourist Council

- no additional submission

Zone 3 The Big Country Tourist Association

- no additional submission

Zone 4 Central Alberta Tourist Council

- no additional submission

Zone 5 Battle River Tourist Association

(a) Battle River Tourist Association is interested in having the historic route of Anthony Henday, who entered the Province of Alberta on September 11, 1974, just north of the Town of Chauvin, commemorated. It is suggested that a beginning could be made by erecting suitable signs on highways 14, 17, 41, 36 and 21. As far as can be determined, Henday was the first white man to tour the Western Prairies and visit Alberta.

(b) Battle River Tourist Association is concerned about the deplorable state of the section of Highway 13 between Camrose and Wetaskiwin. This particular piece of road serves two of the cities of Central Alberta, and has a high traffic count. It is to be hoped that the Department of Highways and Transportation will give this problem early consideration.

(c) Battle River Tourist Association is very concerned about the long delays in the development of Highway 41, the most easterly north-south route in the Province of Alberta. While some work has been done on this route which to all intents and purposes runs from the Montana Border to Bonnyville, the full benefit of this investment cannot be realized because of the fact that several relatively small lengths of the highway, notably the section between Czar and New Brigden have not been completed. The importance to the tourism and commerce in general of the eastern part of the province would indicate that a program to complete and pave Highway 41 should be accelerated.

Zone 6 Lakeland Tourist Association

(a) Lakeland Tourist Association feels that the Forestry Road to Touchwood Lake be extended to connect with Spencer Lake, Seibert Lake and the north end of Pinehurst Lake.

(b) Lakeland Tourist Association would like to have a branch forestry type road constructed into the area connecting Jackson and Kinaurid Lakes.

(c) Lakeland Tourist Association urges that public campsites be constructed at Seibert, Pinehurst and Jackson Lakes.

Zone 7 Evergreen Tourist Association

- no additional submission

SPECIFIC ZONE CONCERNS—Continued

Zone 8 Land of the Mighty Peace Tourist Association

(a) Land of the Mighty Peace Tourist Association feels that there should be more money spent for promoting travel to the northern zones. While it has no objection to the promotion of the National Parks, the Calgary Stampede and Edmonton Klondike Days, it wishes to point out that any increase in tourism in the north, automatically increases traffic in the southern and central zones. The romance of the exploits of the early explorers, the trappers and the northern bush pilots should all be promoted, with emphasis on the good roads, campsites, parks and hotel and motel accommodation.

(b) Land of the Mighty Peace Tourist Association is also concerned about highway signs. It fears that tourists are apprehensive of the unknown, and would be put in a better frame of mind if more information about northern points could be provided, by means of highway signing, at southern locations such as Lethbridge.

Zone 9 Jasper Park Chamber of Commerce Tourist Committee

- no additional submission

Zone 10 Calgary Tourist and Convention Association - no additional submission

- no additional submission

Zone 11 Edmonton Convention Bureau

(A) Fort Edmonton Project

(1) There is a paucity of Tourist attractions on the Yellowhead route in West Central Alberta except for Jasper National Park.

(2) The organizers of Fort Edmonton project could well receive financial help from the Provincial Government to continue and to complete this excellent project located in the Edmonton river valley.

(3) It's completion, and as a matter of fact at any stage of progress, it is an excellent historical background to the early days of Northern Alberta.

Therefore the Edmonton Convention Bureau requests the assistance of the Province of Alberta both financially and promotionwise in future development of this worthy project.

(B) Improvement of Edmonton signing in Calgary area

(1) Tourists and other visitors proceeding to Edmonton from Southern Alberta and in particular those using Highway No. 1, have at times difficulty in establishing just where they should turn off the mentioned highway to proceed to the Edmonton area.

(2) It is noted that in the Edmonton area directional signs showing turn off points to Calgary are apparent and in such a form that a visitor to Alberta can easily find the proper route. As a matter of fact, on highway No. 2, until one reaches Red Deer from the South, Edmonton is not mentioned on Alberta Government highway signs.

Therefore an improvement to signing in the Calgary area directing visitors to the Edmonton area be requested of the Alberta Department of Highways particularly on Highway No. 1.

SPECIFIC ZONE CONCERNS—Continued

Zone 12 Banff-Lake Louise Chamber of Commerce Tourist Committee

- no additional submission

Zone 13 Game Country Travel Association

- no additional submission

Zone 14 Midnight Twilight Tourist Association

Midnight Twilight Tourist Association feels that the primary highways are the main arteries of the Travel Industry in this particular zone, and is therefore very concerned that some of these highways are not completely paved, and are at times in very poor travelling condition. For these reasons it strongly urges that the unpaved portions of highways 2, 2A and 18 be paved in the near future.